

County Connection

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CCCTA BOARD OF DIRECTORS

MINUTES OF THE REGULAR MEETING

May 15, 2025

CALL TO ORDER/ROLL CALL/CONFIRM QUORUM

Chair Kevin Wilk called the regular meeting of the Board of Directors to order at 9:05 a.m. Board Members present were Directors Andersen, Diaz, Hillis, Hoffmeister, Noack, Tatzin, and Worth. Director Rubio arrived at 9:05 a.m.. Directors Andersen and Storer were absent.

Staff: Horta, Sherman, Boehm, Dixit, Glenn, Hill, Horta, Jones, Martinez, Mitchell, Sanderson and Smith

PUBLIC COMMUNICATION: None

CONSENT CALENDAR

MOTION: Director Hoffmeister moved approval of the Consent Calendar, consisting of the following items:
(a) Approval of Minutes of Regular Meeting of April 17, 2025. Director Noack seconded the motion, and it received the following vote of approval:

Aye: Directors Diaz, Hillis, Hoffmeister, Noack, Tatzin, Wilk and Worth
No: None
Abstain: None
Absent: Directors Andersen, Rubio and Storer

REPORT OF CHAIR: None

REPORT OF GENERAL MANAGER:

SB 63 Update

Director Rubio arrived at 9:05 a.m.

General Manager Bill Churchill stated that there are a number of major transit operators in the Bay Area facing a profound fiscal cliff, BART, SFMTA, CalTrain and AC Transit. Last year Senator Wiener introduced SB 1031 that proposed a region wide measure to generate revenue to offset the fiscal cliffs of these four agencies, the measure would also have generated revenue for other operators such as County Connection, as we require a new source of funds to prevent service reductions as well. Unfortunately, Senator Wiener pulled the bill, as it became so controversial it was clear it could not pass through the legislature, primarily due to the fact that included language requiring the consolidation of transit operators.

This year Senator Wiener introduced SB 63, which proposes another much smaller tax measure encompassing three counties, Alameda, Contra Costa and San Francisco, with the option for San Mateo County and Santa Clara

County to opt in if they choose. Additionally, the proposed measure is of a much shorter duration, 10 years, in keeping with the concept that this is an emergency measure to ensure the survival of the four previously mentioned operators. Although the details are still in process, it appears San Mateo County will opt in to the measure and on Saturday last weekend Senator Wiener informed me it looked promising for Santa Clara County to join as well.

The bill passed through the Senate Transportation Committee, and the Revenue & Taxation Committee in April with a few amendments, the most notable was the removal of the T-FRIP or Transit Operations Financial Responsibility Plan, which informs an expenditure plan. This has been removed as the CTA's have been tasked with the development of an expenditure plan and the funding distribution framework for the Measure. Last week the bill was placed on the suspense file by the Appropriations Committee.

ICT ZEB Task Force Update

General Manager Bill Churchill informed the Board in December that he had been appointed to a new task force set up by the Governor's administration, more specifically, the ICT ZEB Task Force. The primary purpose of the task force is to develop strategies to help enable transit operators to comply with the existing Innovative Clean Transit or (ICT) regulation.

The task force has 17 members, 8 Transit Operator GMs, and representatives from the following agencies, GO-Biz, CARB, CalSTA, Caltrans, the CEC, the CPUC, CTA and CalAct.

We had our second meeting last Friday where we established four separate sub working groups that will conduct work between the ICT ZEB quarterly meetings. It seemed to me there was a shift in the State agencies' thought process and a willingness to acknowledge the many difficulties transit agencies face as we attempt to convert our fleets to ZEBs. This shift was demonstrated even more profoundly to me following the meeting as I met with Yachun Chow, the manager of the Zero Emission Truck & Bus Section of CARB. In his role as the chair of the 20 small Bay Area Transit Operators he has been asked how agencies can apply for a waiver to the ICT regulation for next year. Most of our operator colleagues do not have early adoption credits like County Connection and are now required to begin purchasing ZEBs this next fiscal year.

There is a separate effort called the Phase II Comprehensive Analyses that is evaluating whether the current ICT regulation should be modified. This effort is being conducted by NREL and UC Berkeley. It is anticipated they will publish their findings sometime later this coming August.

Electric Bus Update

Scott Mitchell, COO, informed the Board that we currently have four electric buses running and we are contacting different agencies to see about getting used equipment to support our buses. Although we are not working with our full capacity of electric buses, we are getting more buses up and running. As new developments occur, we will continue to update the Board.

Governor's Budget May Revise:

General Manager Bill Churchill stated that the Governor released a budget in January of this year that had an expected surplus of nearly 400 million dollars. Yesterday, the Governor released the May revise of his budget that now shows a budget deficit of 12 billion dollars. The May revise does not include the 2 billion dollars in new money to address the looming fiscal cliff for transit agencies as proposed by Senator Arreguin. The budget removes future planned appropriations to the LCTOP fund and TIRCP program. Currently, County Connection receives 1.4 million in LCTOP funds primarily used to offset the fare cost on a number of routes serving communities of concerns such as the routes 11, 14, and 16.

REPORT OF STANDING COMMITTEES

Administration & Finance Committee

Review of proposed amendment to Fiscal Year 2025 Operating Budget

Amber Johnson, CFO, explained that since the start of the current LINK contract at the beginning of FY 2022, paratransit ridership has seen a cumulative increase of about 62%. At the same time, annual program costs have increased by nearly 25% from \$5.8 million to an estimated \$7.3 million. Pre-pandemic, paratransit ridership, revenue hours, and contract rates were all typically expected to increase by an average of about 3% to 5% annually. For the FY 2025 budget cycle, staff projected a 5% increase in paratransit revenue hours, plus a 4% escalation in costs per revenue hour per the LINK contract. However, the actual ridership increase for FY 2025 has been nearly double the estimate, and as a result actual costs are estimated to exceed the budgeted amount by about 10.7%.

Staff projects a paratransit operating budget shortfall of \$750,000 in the purchased transportation category for FY 2025. However, the fixed route budget includes a \$500,000 contingency that has not been utilized. Additionally, staff projects that expenditures for fixed route diesel fuel will be below the allocated budget, affording the ability to shift \$250,000 from this line item to paratransit contract costs.

MOTION: Director Noack moved approval of the proposed FY 2025 Operating Budget Amendment Request. Director Hoffmeister seconded the motion, and it received the following vote of approval:

Aye: Directors Diaz, Hillis, Hoffmeister, Noack, Rubio, Tatzin, Wilk and Worth

No: None

Abstain: None

Absent: Directors Andersen and Storer

Review of Updates to Fiscal Year 2026 Draft Budget and Forecast

Amber Johnson, CFO, informed the Board that the version of the draft budget presented last month was for a single year, FY 2026. The updated version of the draft budget includes the operating and capital forecast through FY 2031.

The Authority is projected to have sufficient Operating and Capital Reserves through FY 2028. These reserves are considered sufficient when at least 25% of operating costs are reserved. In FY 2029, reserves begin to dip below the 25% threshold, and are projected to go negative in FY 2030. As costs continue to outpace revenues, and zero emission vehicles demand a higher portion of TDA capital, additional revenue sources will need to be secured to keep the Authority in a financially stable position.

Marketing, Planning & Legislative Committee

Community Project Funding Resolution of Support* Resolution No. 2025-25

Kyle Boehm, Grants Administrator, stated that in Fiscal Year 2026, Congress will be providing federal funding for a select number of Community Projects through the appropriations process. Under this process, County Connection has submitted a proposal for a solar-integrated battery storage system to Congressman DeSaulnier for consideration on behalf of California's 10th Congressional District.

County Connection's request is for \$4,000,000 to support the purchase and installation of a five-to-10 MWh battery storage system. Investing in an on-site solar-integrated battery storage system is a critical step for County

Connection to sustainably power its facility and future fleet of zero emission buses. This project will provide the necessary infrastructure to store solar energy generated during daylight hours, ensuring a reliable power supply for charging and fueling zero emission vehicles. The project will also supply a vital backup power source for County Connection's facilities during electric outages, enhancing operational reliability. County Connection has already secured \$15,950,000 through California's Transit and Intercity Rail Capital Program (TIRCP) to construct 90,000 square feet of solar panels, which will be used to charge the batteries. This battery storage project is a logical and essential next phase, ensuring that the generated solar energy can be effectively stored and utilized to power County Connection, contributing to a more resilient and sustainable transit system. As part of the request, County Connection is required to submit supporting documentation, including a resolution of support for this year's project submission and the specific amount requested.

MOTION: Director Hillis moved adoption of Resolution No. 2025-25, which expresses support for County Connection's submission to Congressman DeSaulnier for a \$4,000,000 Community Project Funding request for a solar-integrated battery storage system. Director Hoffmeister seconded the motion, and it received the following vote of approval:

Aye: Directors Diaz, Hillis, Hoffmeister, Noack, Rubio, Tatzin, Wilk and Worth

No: None

Abstain: None

Absent: Directors Andersen and Storer

Operations & Scheduling Committee

IDEA Transit Signal Priority Update-Information Only

Pranjal Dixit, Manager of Planning, explained that MTC developed the IDEA Grant Program to fund advanced technology deployments on arterial roadways, aiming to enhance mobility, sustainability, and safety across all transportation modes. The program's core goals include improving travel time and reliability for vehicles and transit, enhancing safety, reducing emissions, and increasing proficiency in advanced arterial operations. Through this initiative, Concord and Walnut Creek were each awarded nearly \$800,000 in 2018 to implement transit TSP systems along designated corridors.

This pilot project, a collaboration between County Connection, CCTA, and the Cities of Walnut Creek and Concord, targets bus priority on Walnut Creek Routes 4 and 5, and Concord Routes 15 and 20. TSP systems have been installed at 66 signalized intersections. Currently, 31 County Connection buses are equipped with this technology, with plans to equip an additional 28 buses, bringing the total to 59.

During the evaluation of the program, Routes 4 and 5, which are typically served by electric buses equipped with TSP, experienced fleet availability issues due to charging equipment problems. Consequently, TSP-equipped buses were in service only 35-50% of the time on average. Despite this limited deployment, the TSP system still yielded significant reductions in signal delays.

By leveraging County Connection's existing real-time tracking systems, the implementation of a TSP is projected to yield \$3.95 million in benefits over a decade, stemming from travel time savings, fuel consumption reduction, and GHG emission reductions.

Diesel Tank Replacement Resolution No. 2025-24

Scott Mitchell, Chief Operating Officer, gave a brief background stating that staff came to the Board in September 2024 and received authorization to replace two single-wall 25,000-gallon underground fuel tanks with two

double-wall underground tanks in order to meet new underground fuel tank regulations. The Board adopted Resolution No. 2025-06 authorizing the General Manager to release a purchase order and Letter to Proceed to Blue1 Energy Equipment for the purchase of two fuel tanks, including shipment to the Concord facility, not to exceed \$481,573.

Staff has spent additional time meeting with contractors and Contra Costa Health Services Hazardous Material programs and have determined that we should change the scope of this project to close the existing two 25,000-gallon underground fuel tanks, leave them in place, and replace them with two above-ground 25,000-gallon tanks. Installing the tanks above ground will lower the cost of the project. It will also reduce the operational disruption that would be caused by having to break concrete to remove and replace the underground tanks.

MOTION: Director Rubio moved adoption of Resolution No. 2025-24, authorizing the General Manager to release a purchase order and Letter to Proceed to Source Fueling Equipment Solutions for the purchase of two (2) fuel tanks. Total cost of the fuel tanks, including shipping to Concord facility, not to exceed \$390,210. Director Noack seconded the motion, and it received the following vote of approval:

Aye: Directors Diaz, Hillis, Hoffmeister, Noack, Rubio, Tatzin, Wilk and Worth

No: None

Abstain: None

Absent: Directors Andersen and Storer

REPORT OF ADVISORY COMMITTEE

Appointment of John Crowe to the Advisory Committee Representing the City of Pleasant Hill

MOTION: Director Noack moved appointment of John Crowe to the Advisory Committee Representing the City of Pleasant Hill. Director Wilk seconded the motion, and it received the following vote of approval:

Aye: Directors Diaz, Hillis, Hoffmeister, Noack, Rubio, Tatzin, Wilk and Worth

No: None

Abstain: None

Absent: Directors Andersen and Storer

Ian McLaughlin, Chair of the Advisory Committee, will provide an update from the Advisory Committee

Ian McLaughlin explained that one reason the Advisory Committee has experienced such difficulty in attracting and retaining members and with meeting attendance has been the lack of a substantive role for the Cwithin the County Connection governance structure. We have appreciated the Board's support for the Advisory Committee as a conduit to represent the voices and viewpoints of intended users of County Connection's services, including the time and effort Board members put into the unprecedented joint workshop held in May 2024. That workshop generated some fruitful discussion and interesting ideas for making the Advisory Committee a more relevant body, but it did not result in any systemic changes nor any official Board action that has been transmitted to the Advisory Committee for consideration.

Although the Advisory Committee amended its bylaws following the joint workshop and the Board approved the amendments, as a subordinate and advisory body to the Board, it is difficult for the Advisory Committee to carve out its own institutional niche. We would benefit greatly from more specific institutional guidance from the Board about how the Advisory Committee can add value to the Board's decision making and how our two bodies should relate to each other structurally and procedurally. There are some generic guidelines in our bylaws about annual projects on which the Advisory Committee shall provide input, but those seem to be outdated duties held over from previous versions of our bylaws, and at this point we really need more concrete direction from the Board

based on current circumstances about how it envisions an advisory body benefiting its deliberations so that we can determine whether creating an annual work plan is necessary. A brief Board discussion followed.

BOARD COMMUNICATION:

Director Hillis and Director Noack suggested that staff should meet with Glideways, Uber Transport and GoMentum to discuss what new ideas they are working on regarding transportation.

ADJOURNMENT: Chair Wilk adjourned the regular Board meeting at 10:57 a.m.

Minutes prepared by:

Lathina Hill

Asst to the General Manager/Clerk to the Board of Directors

Date: June 10, 2025